

SCHOOL TEACHERS AND THEIR PAY.
GREAT THEOSOPHISTS TO MEET IN CHICAGO.
TWO PRIZES OF \$50 EACH.

SECOND EXTRA.

EIGHT PAGES.

VIGILANT WINS.

The New York Yacht Leads
Over the Line in To-
Day's Trial Race.

JUBILEE WAS THE SECOND IN.

The Boston Syndicate Yacht Pil-
grim Could Do No Better
Than Third.

COLONIA THE LAST OF ALL.

Thousands Saw a Beautiful
Race Between the
Cup Defenders.

HIGHLANDS OF NAVESINK, N. J., Sept. 9.—The second trial race between the America's Cup defenders was won by the New York syndicate yacht Vigilant. The Boston syndicate yacht Jubilee was the second and the Maine yacht Colonia was the third. The time of the finish was as follows:

	H. M. S.
Vigilant.....	3 56 41
Jubilee.....	3 41 42
Pilgrim.....	3 41 42
Colonia.....	3 48 00

REPORTED BY CARRIER PIGEONS.

The Start as Seen from the Scot-
land Lightship.
TOMPKINSVILLE, S. I., Sept. 9.—The first of "The Evening World's" carrier pigeons bringing reports of the second trial race of the America's Cup defenders arrived at J. C. Beery's office, 96 St. Paul's avenue, at 12:35 P. M.

The bird made the trip from Scotland Lightship, a distance of over seven miles, in fifty-three minutes. The winged carrier brought the following message, read to a tall feather: "TO THE EVENING WORLD BY CARRIER PIGEON."

"OFF" SCOTLAND LIGHTSHIP.

"At 12:30 the big blips were all off the Lightship getting ready for a prompt start."

"The flagship May anchored west of the Lightship at 11 o'clock."

"The wind was moderate from the southeast, and the blips had all bent up their sails."

"At 11:10 A. M. the course signals were sent up on May."

"They were: First course, east-south-east; second, southwest by west; third, north, one-half west."

"The first leg was to windward."

"The breeze was freshening, and the prospect was good for another fast race."

"The passengers on the steamer Cygnus heartily cheered Colonia."

"This is how the cup-defenders started:

	H. M. S.
Pilgrim.....	11 30 25
Colonia.....	11 30 25
Jubilee.....	11 31 51
Vigilant.....	11 32 09

"The second 'Evening World' carrier pigeon arrived at Mr. Beery's office at 2:15 P. M., having made the passage from the first turn, ten miles out at sea from the Scotland Lightship in one hour and fourteen minutes and twenty-six seconds. It carried this message to 'The Evening World':"

"The sailing of Vigilant, Colonia and Jubilee was wonderfully close from the start to the outer mark. Jubilee led all the way."

"They were able to fetch the outer mark in one long, starboard tack and a short hitch to port. Vigilant forced Jubilee about at the first mark, which was rounded as follows: Vigilant, 1:08:20; Pilgrim, 1:08:53; Jubilee, 1:10:42; Colonia, 1:10:24."

"The wind wanted to the southward and favored the yachts on the first leg."

"SUMMERS."

SEEN FROM THE HIGHLANDS.

Progress of the Race as Viewed
from the Bluff.
HIGHLANDS OF NAVESINK, N. J., Sept. 9.—The air was so clear to-day that a fine view of the great race was had from the Highlands.

At 11:40 it looked as though the four boats could be covered by a blanket. They were bunched just opposite Highland Beach.

At 11:50 the positions of the yachts appeared to be as follows:

SEEN FROM SANDY HOOK.

Arrival of the Racers and Prepara-
tions for the Start.
SANDY HOOK, N. J., Sept. 9.—Another glorious day for yacht racing dawned this morning, with the prospect that the second contest between the America's Cup defenders would be even more interesting and exciting than the first on Monday.

More favorable conditions, both for the big racers and for spectators, could not be desired. At 9 A. M. the weather was absolutely clear and the sun was shining brightly. Overhead scarcely the sign of a cloud was visible.

A thin fleecy film of vapor hung over the horizon inland to the southwest, and over the Long Island coast there was a dim low-lying bank of mist.

Out to seaward, however, the view from the observation tower at the Hook was perfectly clear and unobstructed. Not a trace of fog or mist was to be seen, and with the aid of a good glass vessels twenty miles away could be distinctly seen.

The wind was holding steady from the northeast and blowing about ten knots an hour, making the whitesails in the bright sunshine. Capt. Petersen, one of the oldest skippers in the vicinity of the Hook, said that the outlook was good for a steady breeze from that quarter all day, possibly freshening somewhat later and hauling around a little to the west.

THE HEAVY SOUND AND QUIET.
The heavy ground swell which was so noticeable Thursday when the wind came almost directly from the opposite quarter was entirely absent to-day, and the water off towards the Scotland Lightship was comparatively smooth and quiet.

Inside the Hook the surface of the Horseshoe and cove beyond the Government docks was hardly ruffled by the wind, although the scores of yachts scudding about in the offing showed that there was a good full-sail breeze blowing.

So the splendid fleet of yachts and pleasure boats which were lying at Hay Ridge since Thursday's race began to make their appearance.

A long stretch of snowy sails extended nearly from the Hook up the lower bay till it lost itself in the opening of the Narrows.

To a few of the yachts came down last night and anchored at Atlantic Highlands. Among them were the steam yachts Stranger and Vedette, the schooner Sea Fox and several sloops. These lay in the cove awaiting the arrival of the fleet from New York, with the committee's boat and the four big racers.

ARRIVAL OF PILGRIM.
At 9:40 Pilgrim arrived off Sandy Hook Point, and passed down to the starting point in tow of the tug Florence. The tugboat had towed a brand-new gun, which replaced the one broken last Thursday.

She hoisted her mainsail and her white hull glided lazily through the water. Capt. Sherlock and his crew of Corinthians and professionals from the Hub seemed to be taking things easy on board. The evidently proposed to be in plenty of time to give the new tackle a trial before the race started.

Vigilant, Jubilee and Colonia passed the Hook at 9:50 on their way out to the Lightship. The three big sloops were close together, and about a mile and a half out from shore.

The Tobin bronze yacht was in the van, towed by the Austin Flint; Jubilee only a few lengths behind, in tow of the Luckenbach; and Colonia following, with the tug Atwood.

All of them set their mainsails and jibs, and Vigilant put up her forestaysail in addition.

The breeze just caught the sails of the big single-stickers enough to make them belly out at intervals like huge balloons, only they collapsed and fluttered again as they veered around into the wind.

COLONIA IN PRIME CONDITION.
Colonia's big mainsail seemed to set perfectly, and the repairs made by Capt. Hank Haft since Thursday's race put the victor in prime condition for to-day's contest.

Vigilant looked saucy and dangerous, and her sailing master counted on her luck to-day for it was really a very light weather, according to the best informed yachting cranks.

Therwind had gone down perceptibly during the last hour, and there was scarcely enough breeze at the Hook at 10 o'clock to roughen the surface of the water. Out to seaward, however, in the vicinity of the Scotland Lightship, the white caps were still dancing merrily, and sails said there would be plenty of wind to furnish an exciting contest.

Both Jubilee and Pilgrim were as yet unknown quantities, and there were no signs of the other boats towards the Jersey shore.

At 12 M. Pilgrim was still holding a long lead to windward, but wasn't moving quite as well. Jubilee was rapidly outgunning her, while Vigilant slipped by Colonia and began a stern chase for Jubilee. Colonia was not able to point with her and was making a poor showing.

The wind hauled somewhat to the southward, knocking the boats off shore. Vigilant had secured a slight gain on the Maine boat at 12:15 and was about midway between Jubilee and Colonia. All three were overhauling Pilgrim.

Vigilant passed Jubilee at 1 o'clock and it looked as though Vigilant would round the outer mark first.

Jubilee came about at 1:05 to cross the outer stakeboat. Vigilant followed at 1:07, Colonia at 1:09 and Pilgrim was the last to cross.

Vigilant was doing pretty work. The United Press report from Sandy Hook gives the line and positions of the boats at the turning buoy as follows: Vigilant, 1:08; Pilgrim, 1:08:30; Jubilee, 1:09; Colonia, 1:10:24.

All four boats then stood in towards the Jersey shore.

Vigilant at 1:20 was sailing faster than either of the other boats towards the Jersey shore.

At 1:25 the boats were in the following order: Vigilant, 1:25:00; Pilgrim, 1:25:30; Jubilee, 1:26:00; Colonia, 1:26:30.

At 1:30 the boats were in the following order: Vigilant, 1:30:00; Pilgrim, 1:30:30; Jubilee, 1:31:00; Colonia, 1:31:30.

At 1:35 the boats were in the following order: Vigilant, 1:35:00; Pilgrim, 1:35:30; Jubilee, 1:36:00; Colonia, 1:36:30.

At 1:40 the boats were in the following order: Vigilant, 1:40:00; Pilgrim, 1:40:30; Jubilee, 1:41:00; Colonia, 1:41:30.

At 1:45 the boats were in the following order: Vigilant, 1:45:00; Pilgrim, 1:45:30; Jubilee, 1:46:00; Colonia, 1:46:30.

At 1:50 the boats were in the following order: Vigilant, 1:50:00; Pilgrim, 1:50:30; Jubilee, 1:51:00; Colonia, 1:51:30.

At 1:55 the boats were in the following order: Vigilant, 1:55:00; Pilgrim, 1:55:30; Jubilee, 1:56:00; Colonia, 1:56:30.

At 2:00 the boats were in the following order: Vigilant, 2:00:00; Pilgrim, 2:00:30; Jubilee, 2:01:00; Colonia, 2:01:30.

At 2:05 the boats were in the following order: Vigilant, 2:05:00; Pilgrim, 2:05:30; Jubilee, 2:06:00; Colonia, 2:06:30.

At 2:10 the boats were in the following order: Vigilant, 2:10:00; Pilgrim, 2:10:30; Jubilee, 2:11:00; Colonia, 2:11:30.

At 2:15 the boats were in the following order: Vigilant, 2:15:00; Pilgrim, 2:15:30; Jubilee, 2:16:00; Colonia, 2:16:30.

At 2:20 the boats were in the following order: Vigilant, 2:20:00; Pilgrim, 2:20:30; Jubilee, 2:21:00; Colonia, 2:21:30.

At 2:25 the boats were in the following order: Vigilant, 2:25:00; Pilgrim, 2:25:30; Jubilee, 2:26:00; Colonia, 2:26:30.

"MARRY AGAIN? OH, NEVER!"

Lillian Russell Tells Why She
Wants Her Marriage Annulled.

If She Died Solomon Could Claim a
Share of Her Property.

Lillian Russell is not going to marry again. That isn't the reason she has sued for an annulment of her Hoboken marriage with Teddy Solomon. She herself has said it:

"No, I shall not get married again. Never! Why should I? Could any one be better off than I?"

The fair Lillian's bosom rose and fell with conscious happiness under a break fast gown of a delicious pink tint, as her gaze swept about from object to object in the charming drawing-room of her brand-new house at 315 West Seventy-seventh street.

There was her slender and pretty sister, Mrs. Owen Westbrook, remnant of the fair Lillian in the McCall Opera Company of 1881. She bent over a grand piano and chatted with her sister, who was seated at the piano.

"Miss Russell continued:

"I am just now listening to 'Princess Nicotina,' which I may use at the Casino if it is worthy of me. I will not lose anything not equal to my powers—"

"Not a word!" Oh, it is absurd. I cannot conceive how the story got about that I was to marry that man. My father, my mother, my sister, Hattie Leonard, and all were to Sandow's performance, but it is not true that I consented to him to give his whole performance.

"Of course, anybody goes behind the scenes after the performance, don't you know, and we did. I was presented to Mr. Sandow, that was all. He is a magnificent specimen of a man, and that, but—Why the subject of marriage has never been broached. It is a shame for me to use my name to advertise themselves."

Howell Osborne's story is almost as bad. They are always marrying me off to every man that I am seen with. I shall never marry any one—never!"

"Not even you leave the stage?"

"Never! Besides, why should I leave the stage? My voice was never better."

"It is said that Mr. Osborne and Fay Templeton had kissed and made up."

"I don't know," answered Lillian. "I don't know. Do you think it is so?"

"I told Howell Osborne that he ought to make up."

"She is the woman for you," I said. "You have been together so long you ought to be married."

"You think so? Out of justice to the lady, don't you know?"

"I was not thinking of her," answered Lillian. "I was thinking of the fact that she had called upon me to advise Howell to make up with her."

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HOUSE PENSION BILLS.

Many Measures Introduced for
Restorations and Retarings.

Proposal to Pay \$100 Per Month
for Cases of Blindness.

And to Make the Pension for Loss
of Hearing \$50 Per Month.

WASHINGTON, Sept. 9.—Among the bills introduced in the House of Representatives quite a number are devoted to pensions. Among them are the following:

By Mr. Hale, of Tennessee.—Awarding pensions to restorations of invalid soldiers who enlisted in the United States army, but were prevented from joining their commands by arrest or imprisonment, and who suffer from wounds received or disease contracted while thus under arrest or imprisonment; and to those persons who, because they remained loyal to the United States, were arrested and imprisoned and incurred disease therefrom which permanently disabled them.

By Mr. Sherman.—To pension soldiers of the Indian wars as Mexican war soldiers are pensioned.

By Mr. Maloney.—To restore to the pension rolls of the United States the names of all persons who were drawing pensions at the last of the late rebellion by reason of their services, and whose names were stricken from the pension rolls by reason of their participation in or sympathy with said rebellion.

By Mr. McKaig.—To increase to \$50 monthly the pension for total deafness.

By Mr. Martin, Chairman of the Committee on Invalid Pensions.—To enable the act of Congress to provide for the pension of soldiers who were disabled by the same in the absence of an honorable discharge, and to abolish distinction as to weight of evidence between private and officers.

By Mr. Wheeler, (Ala.)—To fix the pension of a soldier who did not engage in battle nor incur disability while in the service, and who served less than three years, at three-quarters the rate fixed by law; to the soldier who served less than two years, one-half, and the soldier who served less than one year, one-fourth.

By Mr. McKaig.—To make the pension for total blindness \$100 a month.

By Mr. Pickler.—To prohibit the suspension or stoppage of payment of any pension until after a full hearing and a decision by the committee on the merits of the case.

By Mr. Wheeler.—To increase the pension for total disability from \$72 to \$100 a month, the increase to take effect from the last of the late rebellion, and also to give to pensioners who were confined in Confederate prisons 75 cents additional for every thirty days of such confinement.

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HIS BODY IN AN AIRSHAF.

William Accles Supposed to Have
Committed Suicide.

Despondent Because He Was Out
of Work.

Policeman Edward Kearnes, of the East Fifty-first street station, found the body of William Accles, aged twenty-five, of 25 East One Hundred and Twenty-fifth street, at the bottom of an airshaft at 229 East Forty-third street to-day.

Accles was a porter in Acker, Merritt & Company's wholesale grocery store, at Forty-second street and Broadway, until about eight months ago, since which time he had been out of work.

Yesterday afternoon at 1 o'clock he called on his cousin, Mrs. Connolly, who lives at 25 East One Hundred and Twenty-fifth street. He left her rooms with John McTurk, of Schuykill Haven, Pa., and returned at 2 o'clock.

The men went out to look for employment and returned at 2 o'clock. They found the body of Accles at the bottom of the airshaft.

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